

**Attachment to Preliminary Amendment dated February 11, 2002**

**Marked-up Claims 2-5**

2. (Amended) A method according to claim 1, [characterised in that] wherein the strengthening rings [(3, 4)] are [secured] shrink-fitted around the gear wheel [(1)] in such manner that the strengthening rings [(3, 4)] will be firmly shrunk onto the gear wheel [(1)] with a material-technical tensile/compressive strength within 80% of the 0.2% elastic elongation range of the material [(steel)].

3. (Amended) A method according to claim 2, [characterized in that] wherein during the sizing process the toothed rim of the driving gear [(1)] is envisaged stretched out to a correspondingly larger circle, shrink fits being selected for this circle in accordance with the ISO tables of limits and fits, and that similar considerations are made for each strengthening ring [(3, 4)].

4. (Amended) A gear wheel having surrounding strengthening rings connected to the gear wheel teeth, wherein [(1), characterised in that] each tooth [(2)] is fixed like a theoretical beam between two extreme points in that two strengthening rings [(3, 4)], shaped on their insides in conformity with the gear wheel teeth [(2)], are fitted around the gear wheel.

5. (Amended) A gear wheel according to claim 4, [characterised in that] wherein the strengthening rings [(3, 4)] are shrink-fitted in such manner that the

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strengthening rings [(3, 4)] will be firmly shrunk onto the gear wheel [(1)] with a material-technical tensile/compressive strength within 80% of the 0.2% elastic elongation range of the material [(steel)].